APPENDIX "A"

WORK LIST

1. Engineering design for a high altitude reconnaissance aircraft as described in Appendix "B".

2. A report on wind tunnel tests in the Contractor's wind tunnel to establish the aerodynamic characteristics of lift, drag, stability and control, using a one-tenth scale model. These tests also include an airflow distribution test on a fuselage duct model.

3. Experimental type tooling for construction of twenty aircraft with aircraft spares described in Item 10.

4. Three mock-ups of the special equipment bay behind the cockpit, for use in fitting the reconnaissance equipment and studying alternative loads.

5. A stress analysis report describing basic loading conditions for the aircraft and analysis of the complete structure.

6. A static test on the wing, tail and aft fuselage section of the aircraft, and a report on these test results.

7. Progress reports showing financial expenditures, progress of construction and engineering, and photographs of the first aircraft during construction will be furnished every two months, starting Feb. 1, 1951.

8. An air-transportability report on the aircraft, describing means for shipping the disassembled aircraft by cargo aircraft and recommending the best type of cargo aircraft for the job.

9. A short operational analysis of the aircraft to determine optimum usage of the type for the basic mission.

10. Twenty aircraft as described in Appendix "B", plus the following aircraft spare parts:

Main wing panels	5 left plus 5 right
Horizontal stabilizers	5
Fin surfaces	5
Main landing gears	10
Tail landing gears	10
Windshield glasses	10
Canopy assemblies	10
Wheels - main & tail	20 sets

APPENDIX "A" (continued)

Tires - main & tail	100	sets
Brakes	60	sets
Generators	40	
Starters (engine installed parts only)	40	
Hydraulic pumps	40	
Fuel boost pumps	60	
Hydraulic & fuel valves	60	each type
Radomes (ARN-6)	40	
Sump fuel tank bags	40	
Refrigerators & outflow valves	40	
Canopy pressure seals	40	
Electric actuators	60	
Ailerons	5	left and 5 right
Flaps	5	left and 5 right
Elevators	5	sets
Rudders	5	sets
Wing tip assemblies	20	
Landing gear doors	10	
Dive flaps	5	sets
Equipment hatch	5	
Air duct entrances	5	sets
Tailpipes	5	

The aircraft delivery rate at Burbank is:

Aircraft #1 - July 15, 1955
#2 - Sept. 9, 1955
#3 - Oct. 14, 1955
#4 - Nov. 18, 1955
#5 - Feb. 13, 1956
#6 - Mar. 5, 1956
#7 - Mar. 26, 1956
#8 - April 16, 1956
#9 - May 4, 1956
#10 - May 24, 1956
#11 - June 14, 1956
#12 - July 5, 1956
#13 - July 24, 1956
#14 - Aug. 10, 1956
#15 - Aug. 29, 1956
#16 - Sept. 18, 1956
#17 - Oct. 4, 1956
#18 - Oct. 22, 1956
#19 - Nov. 7, 1956
#20 - Nov. 26, 1956

APPENDIX "A" (continued)

Delivery of the aircraft at Burbank is with the wings, tails and powerplants removed for shipping. Spare parts are packaged for shipping, also.

11. Flight tests on aircraft #1, 2, and 3 during the period between Aug. 1, 1955, and December 1, 1955. In this period the first aircraft will demonstrate its capability to perform the basic mission and work out airplane and powerplant problems. Aircraft #2 will be used for special equipment tests, while aircraft #3 will perform radio and navigation tests. The test sight for these flights is assumed to be in the continental United States within 500 miles of Burbank, California. A report on these tests will be furnished.

12. Simple flight manuals, maintenance manuals and drawings will be provided for each aircraft.

13. Ground handling equipment of special type required for the project will be designed and provided. No list of such equipment can be prepared at this time, but an arbitrary cost figure is presented in other sections of this contract.

14. A description of the purchasing, accounting and inspection systems used to conduct this program in the Contractor's factory.

The reports referred to above will be submitted no later than Dec. 1, 1955 except that certain maintenance information dependent on actual operation for its determination may be developed later.

Engineering drawings used to construct the aircraft will be provided if desired, but it is mutually understood and agreed that these will be of the minimum number and type required to build the aircraft by Lockheed experimental means.

Lockheed assumes the responsibility of weapon system manager for the construction and testing of the aircraft described.